

FOCUS: Transportation

Overall Transportation Strategies:

Seek and obtain resources necessary to improve the transportation system.

Provide leadership within the region to address transportation system needs.

Develop some alternative land use patterns to promote a more effective transportation system.

Deploy Community Character and Design policies in transportation projects.



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BARRAZA AVIATION PARKWAY – 4TH AVENUE UNDERPASS CONSTRUCTION

A new underpass will be constructed to carry two lanes of traffic, two tracks for the historic trolley, two bicycle lanes and two wheelchair accessible sidewalks underneath the Union Pacific Railroad tracks. The existing, historic Fourth Avenue Underpass will be refurbished with improved lighting and decorative paving and restricted to pedestrian use. Landscaped plazas will be constructed at both ends of the project.

Accomplishments:

- Construction plans are currently in final review.
- The actual construction start date will depend on the relocation of the Greyhound Bus Depot that is experiencing some delay as its final siting is being reviewed.
- The need to secure some short-term financing to advance funds programmed in fiscal years 2006 and 2007, and the need to relocate utilities have also caused the delay.
- The necessary agreement from the Union Pacific Railroad to provisions that will allow the City to build the project without closing Fourth Avenue during the construction period has been secured.



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VAN TRAN SERVICE IMPROVEMENTS

The Van Tran Service Improvement Project entails the implementation of additional resources including but not limited to vans, drivers, dispatchers and supervisory staff. This is to ensure that ADA eligible Van Tran passengers are not denied rides on Van Tran when requested, are not picked up excessively late and are not subjected to trip lengths that are excessively long when compared to comparable rides on the fixed route system, Sun Tran.

Accomplishments:

- Within the last quarter, the driver staff has almost doubled.
- 53 additional vans have been ordered.
- The hours of the dispatch office have been adjusted, resulting in telephone hold times dropping from 2.5 minutes to 35 seconds.
- Acquisition and implementation of Trip Comparison software is underway.
- Efforts continue to bring the trip denial rate down to as close to 0% as possible.
- On-time performance will continue to improve to 90% or greater.



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PARKWISE TRANSPORTATION ENTERPRISE

The City's ParkWise/TEAM is a self-supporting program that operates on parking revenues (a percentage that comes from off-street parking programs, on-street permit parking programs, parking meters and parking citations). These revenues are deposited into a restricted account and are only reinvested into the downtown area. ParkWise is also responsible for the T.I.C.E.T. shuttle system that provides shuttle service to various downtown locations. This project calls for the expansion of ParkWise services in the downtown area.

Accomplishments:

- The hiring of additional Traffic Enforcement Agents is underway.
- The staffing level should be adequate to initiate limited weekend enforcement by January 2005.
- Administrative staff is also being hired to coordinate Bank One, Lot 7 and Civic Plaza parking structures, as well as oversee ongoing repairs to existing structures and to develop and implement a preventive maintenance program.
- Hours are being expanded along with levels of enforcement, which will provide more effective parking control in residential neighborhoods.



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IMPROVED TRAFFIC MANAGEMENT PROGRAM (CONSTRUCTION ZONES)

The Traffic Management and Planning Program is a comprehensive program designed to reduce unnecessary blocking of traffic and improve the safety of work zones by implementing a fee for lane restrictions, expanding inspection of work zones and expanding fines for program violations.

Accomplishments:

- A draft program concept was presented to the Mayor and Council Transportation Subcommittee at their June 2004 meeting.
- The next step is scheduling Mayor and Council consideration of ordinance approval.
- If approved the City will present draft program guidelines to private sector contractors/vendors and utility companies for their review/input.



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DOWNTOWN TUCSON INTERMODAL CENTER

The Downtown Tucson Intermodal Center is a phased project that includes facilities for transportation elements in the eastern end of the downtown area. Passenger trains, inter-city bus service, intra-city bus service, a historic trolley, bicycle, pedestrian, shuttle services, rental cars and parking facilities will all be accommodated. The project also includes retail, restaurant, office space, parking and a transportation museum. The project is scheduled to be completed in phases, with final completion of the depot building in late 2004.

Accomplishments:

- The Depot was rededicated March 20, 2004.
- Public space and site work was complete by dedication date.
- All phases of this project need to be carefully planned and coordinated with other efforts of the downtown area including the Barraza-Aviation Project (Fourth Avenue Underpass), Rio Nuevo, the Greyhound relocation and demolition of their existing structure and any extensions of the Old Pueblo Trolley into the downtown area.
- In addition, the circulation of the eastern end of downtown is critical to the success of these facilities and needs to be studied in detail with all the other pieces of information available.
- The City will continue seeking funding for this project and has contracted with a realtor to pursue private partners for tenant space.



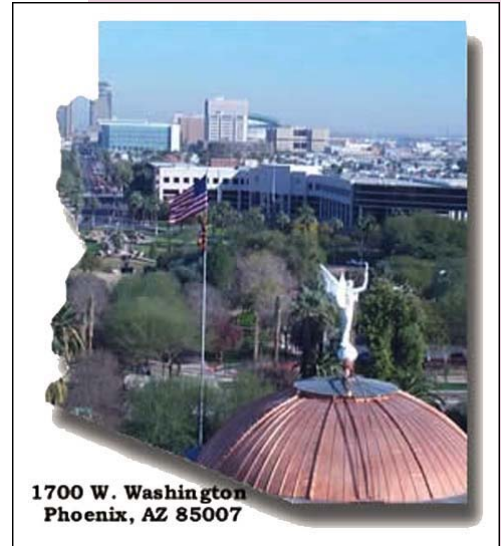
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FEDERAL AND STATE LEGISLATIVE AGENDA

The City of Tucson benefits annually from the designation of funds for targeted projects by Congress through the Transportation Appropriations bill. City lobbyists follow the legislative agenda to protect regional revenue sources and to seek support for increased funds to the City of Tucson priorities.

Accomplishments:

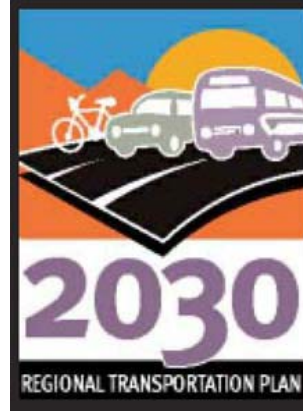
- The City's success in garnering Congressional support for transportation projects continued in FY 2004. Key funded projects included:
 - \$30 million for the Houghton Road Corridor Transportation Initiative
 - \$75 million for the expansion of the Old Pueblo Trolley Extension
 - \$15 million for Downtown Tucson Transportation Corridors Railroad Safety and Access Initiative
 - \$3 million for Ronstadt Transit Center
 - \$4.1 million for Sun Tran replacement buses
 - \$3.5 million for Fiber Optic Signal Interconnect System



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PAG 2030 REGIONAL TRANSPORTATION PLAN

The Regional Transportation Plan (RTP) is a detailed, multi-modal long-range plan for future transportation investments throughout eastern Pima County. Pima Association of Governments is the lead organization with the City as a partner. The current update of the RTP will result in a blueprint for investing public revenues in our region's roadways, bikeways, bus, pedestrian, rail and aviation systems through the year 2030. The RTP will integrate the policies, land use implications and transportation plans of local jurisdictions and will also include a funding component identifying funding needs and revenue sources available to implement the plan.



Accomplishments:

- Completed Regional Transit, Sidewalk, Intelligent Transportation and Bikeways Inventories and studies.
- Matched lists of potential projects to Community Goals.
- Assembled packages of improvements to be tested by regional travel demand modeling.
- Performance evaluation of project scenarios to handle 2030 traffic projections are scheduled for completion in September 2004.
- Preparations will be made for a second round of community meetings, listing potential projects that could be funded by a new Regional Transportation sales tax.

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TUCSON TRANSIT CORRIDORS MAJOR INVESTMENT STUDY

The City is conducting a major transit investment study to analyze mobility needs. The study will identify and compare the costs, benefits and impacts of a range of transportation alternatives along major Tucson transportation corridors that link to downtown. The study was initially intended to provide the planning framework for the light rail initiative should it have been passed by voters. As a result of the last two elections, the first phase of the study has been changed to reflect recommendations from the Pima Association of Governments, the University of Arizona and Rio Nuevo to focus on the downtown area. The transit corridor boundaries for this phase will extend from the western edges of Rio Nuevo through downtown to the University Medical Center.

A study will focus on land uses along the corridors and the potential for redevelopment, economic development and transit-oriented development opportunities along the corridors. All of these are factors in the success of the transit system. This analysis is the first step toward securing Federal Transit Administration funding for high capacity transit improvements in these areas.

Accomplishments:

- A draft scope of work proposal for the study has been submitted to the Federal Transit Administration for review.
- A full Broadway corridor analysis is programmed in future years as part of a regional transportation plan.
- The 2025 Regional Transportation Plan has been amended to include a trolley extension to University Medical Center.
- A revised scope of work based on results and analysis of November 2003 transit initiative was developed.
- The project has become more focused on the Rio Nuevo Transit linkage to the University of Arizona and University Medical Center.
- S.R. Beard Associates was selected as the prime consultant.
- The finalized scope of work will include a public involvement plan.
- An On-Board survey will be conducted in October on every Sun Tran route.
- The City will begin the collection of updated data for land use and transportation issues in the corridor.
- The Consultant has begun alternatives analysis.



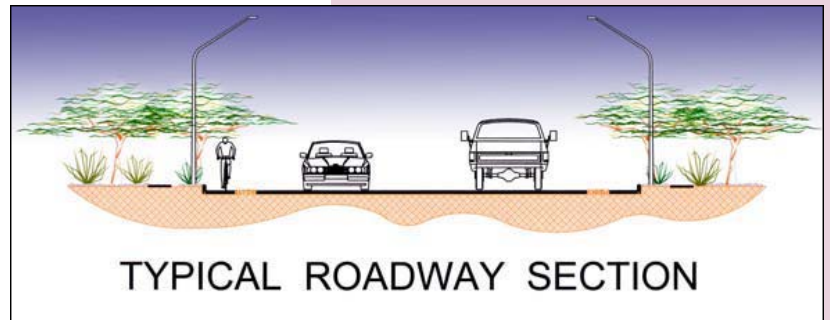
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UPDATE / IMPLEMENT TRANSPORTATION DESIGN GUIDELINES

The City's Transportation Department will revise existing transportation project guidelines that include roadside landscaping and development standards consistent with the Community Character and Design element of the General Plan.

Accomplishments:

- Neighborhood association agreements to maintain landscaping are being reviewed by the City Attorney's Office and Risk Management division of Finance.
- The revised guidelines are also being coordinated to be consistent with the Urban Design: Building & Development Guidelines.
- The finalized guidelines for neighborhood median island and traffic circle landscaping were completed in June 2004.



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SIDEWALK AND LANDSCAPING IMPROVEMENTS

The City of Tucson will provide new sidewalks and landscaping improvements, as part of a larger effort by the City's Department of Transportation to improve the safety and the aesthetic throughout the community. This project consists of the construction of missing sidewalk sections, installation of irrigation lines and controllers, median rock work and the planting of trees throughout the City. An extensive public outreach program will be utilized to notify property owners adjacent to the construction sites prior to the start of the project, followed by thank you letters notifying them when the project is complete. The media will also be used to help notify the public of these projects.

Accomplishments:

- Phase 1 consisting of the sidewalks on Ft. Lowell between Campbell and Tucson Blvd., and Tucson Blvd. between Ft. Lowell and Glenn have been substantially completed.
- The start of construction on the Phase 2 sidewalk projects has begun.
- Phase 2 landscaping projects have also begun.



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ROAD RECOVERY

This program consists of pavement rehabilitation of 40 miles of the City's streets to protect the investment and improve the ride quality. Pavement rehabilitation will employ a variety of strategies depending on the existing pavement condition. This will vary from the application of a thin pavement resurfacing material such as micro-surfacing, milling the surface of the existing pavement and resurfacing with a new rubberized hot mix asphalt overlay, or a complete removal and replacement of the existing pavement structure.

Accomplishments:

- Phase 1 of the program, which includes 18 miles of micro surfacing and four miles of mill and overlay projects, has been completed.
- The start of phase 2 of the program, which includes mill and overlay of six miles of City streets is underway.

